

Press Statement – Issued June 2025

High Court Quashes West Dulwich LTN With Immediate Effect – Lambeth Denied Right to Appeal and Now Faces Questions Over £1m in Fines

London, UK – The High Court has issued a landmark Order, immediately quashing the West Dulwich Low Traffic Neighbourhood (LTN), denying Lambeth Council permission to appeal, and requiring the Council to pay £35,000 towards the legal costs incurred by the West Dulwich Action Group (WDAG).

The ruling opens the door to serious questions about the £1,080,580 at the last count in fines issued to residents and motorists since the scheme was introduced — money raised under what the Court has now declared to be unlawful.

This marks the first time local residents and businesses have successfully overturned an LTN through the High Court, setting a powerful precedent and raising significant implications for councils across the UK.

The Court's Order follows the Court's 9 May 2025 Judgment, which found that Lambeth acted unlawfully by failing to consider critical community-submitted evidence before introducing the Experimental Traffic Orders (ETOs) which put the LTN in place.

Deputy High Court Judge Tim Smith firmly rejected Lambeth's attempt to delay removal of the LTN and to avoid the ETOs from being quashed:

“Revoking the Orders after I have made a finding of unlawfulness leaves the same impression as would an attempt to resign immediately after one has been fired.”

He also refused Lambeth's request to appeal, confirming there was no realistic prospect of success, and stated in relation to Lambeth's attempt to avoid paying a full costs award to WDAG:

“The Claimant came to court seeking a quashing of the Orders. It has gone away having achieved that objective. It has therefore been completely successful.”

WDAG Response – Will Fines Now Be Repaid?

A spokesperson for the West Dulwich Action Group (WDAG) said:

“This ruling is definitive — the LTN was unlawful. The Council has lost, has been denied permission to appeal, and must now face the consequences of what that means. At the top of that list is the £1 million-plus in fines it issued while the unlawful scheme was in place.”

“We now call on Lambeth Council to clarify whether it will refund those fines. This is not just about legality — it’s about fairness and public trust. If the law was broken, the money should be paid back.”

“We also urge the Council not to attempt to pursue a second appeal via the Court of Appeal. Doing so would further waste taxpayers’ money and signal that its priority is protecting revenue, not engaging with the community it serves.”

“Let’s be clear: this case should never have gone to court. It could have been resolved through proper, respectful dialogue. Instead, Lambeth chose to defend litigation over listening — and the public has paid for it.”

A Call to Collaborate

“There are no winners here,” WDAG added.

“This ruling is not just about West Dulwich. It’s a wake-up call to councils everywhere: to not impose blanket schemes ignoring genuine concerns and issues, and to work with your communities.”

“We again invite Lambeth to return to the table and help co-create fairer, smarter approaches to car use, pollution, road safety, and sustainable travel — with data, community support, and clear success measures at the heart of every decision.”

A Message to Councils – And a Call to Government

This case sets a precedent for how councils must operate: with transparency, accountability, and fair local consultation. WDAG is also calling on the UK government to commission truly independent, post-Covid research into LTNs, which look at the benefits and also where they have not worked - the latter of which is currently limited in research..

“Many of the studies used to justify schemes like this are either outdated or authored by individuals and institutions with declared commitments to cycling and active travel advocacy. For research to credibly inform public policy, it must be both methodologically rigorous and conducted by neutral parties—free from advocacy affiliations and subject to robust, transparent peer review.”

Background

In May 2025, the High Court ruled that Lambeth had failed to consider a 53-page dossier of evidence submitted by WDAG before introducing the LTN. The judge described the document as “impressive” and its omission a “serious failing.”

Key issues raised included:

- Displacement of traffic to boundary roads used by 6,000+ schoolchildren
- Increased journey times and emissions
- Higher accident risks on already busy routes
- Strong local opposition (67.5% objected)

- No formal impact assessment conducted
- Flawed monitoring that undercounted displaced or slow-moving vehicles

Despite these concerns, the LTN was introduced and enforced with 24-hour ANPR cameras. Since September 2024, at the last count £1,080,580 in fines had been issued under the now-quashed scheme.

WDAG remains committed to working collaboratively on evidence-led, locally supported solutions that genuinely improve safety, reduce emissions, and rebuild trust between councils and the communities they serve.

ENDS

About West Dulwich Action Group:

WDAG represents over 1,000 local residents and businesses in the West Dulwich area. Championing responsible urban planning and community engagement. We are committed to ensuring that environmental and safety policies are rooted in credible data and genuinely serve the public's interest.

For further information, interviews and photographs, please contact:
Almira Mohamed - mail@almiramohamed.com 07775 504528

Useful references:

- (1) Final court [relief decision](#) - 3rd june
- (2) 9th may court [Judgment](#)
- (3) 53 page Presentation found [here](#)